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Hongkong, 4th December, 1907. a140

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All comforts of a home.  
A most pleasant retreat for those desirous of  
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Comfortable accommodation for travellers  
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THE MANAGER.  
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Excellent Cooking by AN CHONG, for over  
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Hongkong, 25th July, 1908.

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.  
No anonymously signed communications that have already appeared in other papers will be inserted.  
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**BIRTH.**  
On July 18th, at Shanghai, to Mr. and Mrs. P. R. Borkowicz, a son.

**DEATH.**  
R. Morais, late of Messrs. Holiday, Wise & Co. Shanghai. (By telegram.)

HONGKONG OFFICE: 10A, DES VOUX ROAD.  
LONDON OFFICE: 131, FLEET STREET, E.C.

**The Daily Press.**

HONGKONG, JULY 25TH, 1908.

It does not appear from the discussion which took place at Thursday's meeting of the Legislative Council that the Civil Servants of the Colony ever had any very solid grounds for objecting to the transfer to the Government of the Widows and Orphans' Fund and of the management and control of the pensions of widows and orphans. The fact that twelve months ago "the great majority of the contributors and all the directors, except the Chairman, were opposed to the transfer of the Fund," whereas now the objectors do not number more than 6 per cent. of the 610 subscribers clearly shows that the discussion of the scheme which has taken place among the contributors during the past twelve months has resulted in a better comprehension and appreciation of the advantages which the new scheme possesses over the present arrangements.

The transfer of the Widows and Orphans' Fund to the Government was given by the Colonial Secretary in the course of the discussion at the Council meeting on Thursday should go far towards converting the small minority who still object. From one point of view the general public are not greatly concerned in the question; it is *prima facie* a question between the Civil Servants and their employer, the Imperial Government. We gather that it is the desire of the Imperial Government

to secure uniformity in the matter of these Pensions in the various Crown Colonies, since Civil Servants may be transferred from one Colony to another. This appears to be a very sound reason for the change. The advantage of having a uniform scale of contributions as well as a uniform scale of pensions in the various colonies to which members of the Service may possibly be transferred is obvious. Unless there is this uniformity it is conceivable that transfer to another Colony may in this connexion give

cause for dissatisfaction and entail hardship on the contributor's family in the event of his death. As the Imperial Government makes it a condition precedent to joining the service that the officer shall contribute a fixed percentage of his salary to the fund, it should be incumbent on the Government to assure the solvency of the Fund as well as the permanency of the rate of contribution. Both these things are done under the new scheme, and furthermore the Colonial Secretary states that it assures the payment of pensions under more favourable tables. What more can the contributors in reason desire? Their attitude seems to be one of suspicion; their standpoint, as stated by the Hon. Mr. MURRAY STEWART, is that "until a new valuation is made it is unfair to ask them to relinquish their rights?" On the other hand we have the Colonial Secretary saying "it is provided that officers already in the service shall not get less" under the new arrangement than under the old. Surely the Government guarantee in that respect should be good enough? If there is any complaint to be made in the matter at all, the privilege of complaining belongs to that long-suffering personage, the taxpayer—and he usually takes full advantage of his opportunities in that respect. As the responsibility is cast upon the taxpayer of assuring the solvency of the fund, it is the taxpayer who seems to be most concerned in the results of the up-to-date valuation for which the Hon. Mr. MURRAY STEWART pleaded on behalf of the protesting minority of Civil Servants. Mr. STEWART was on good ground when he said the Hongkong Public might be pardoned for desiring to know a little more definitely than they do at present the nature of the liability to which this Ordinance commits them. Happily, there is no question as to the present solvency of the Fund and the community has the word of the Colonial Secretary for it that there is no prospect of insolvency. However, it cannot be ignored that a Fund on such a comparatively narrow basis as this might not always be able to maintain the equilibrium between assets and liabilities, and some risk to the taxpayer is therefore involved. But the Civil Servant under the new arrangement is relieved of any uneasiness on that score. The risk is transferred to the broad shoulders of the taxpayer, and we think we may safely say that the community are much more prepared to accept whatever risk there may be in this respect than to countenance any act of injustice on the part of the Government towards the contributors or beneficiaries of the Pension Fund.

Captain A. J. Thompson, staff officer, is according to the latest Volunteer Orders, granted leave of absence out of the Colony for 12 weeks.

The shoot for the Rifle Club, postponed from Saturday last, will take place at King's Park Range on Saturday, 1st August, weather permitting.

Is he your uncle or your father's friend? was a question addressed to a witness at the Supreme Court yesterday. "Well," said the witness, "he was the sworn brother of my father, and so I called him uncle."

A Tokyo telegram to the N.C. Daily News states that the Korean editor of the "Korean Daily News" has been apprehended on suspicion of having misappropriated funds raised for the redemption of Korea's indebtedness to Japan.

Another wreck is reported to have occurred off Capesman on Thursday, when a large junk struck the rock which was responsible for the foundering of the s.s. "Powan." The damage done is estimated, at \$4,000, but no lives were lost.

The Flood Relief Fund committee beg to acknowledge, with thanks, the following donations:

St. Peter's Seamen's Church per Mr. H. Sykes \$50  
D. M. Haysden 50

Before Mr. J. R. Wood at the Magistrate's yesterday Mr. W. E. Van Eps was summoned by Lok Man Piu for using abusive and insulting language towards him whereby a breach of the peace might have been caused. A cross-summons of the same nature was taken out by defendant. Mr. R. F. C. Master (of Messrs. Johnson, Stokes and Master) appeared for Lok Man Piu, and Mr. Van Eps was represented by Mr. D. V. Stevenson (of Messrs. Deacon, Looker and Deacon). The case was adjourned until Monday.

A number of friends assembled at Mr. and Mrs. Leithbridge's residence on Thursday night to bid farewell to Mr. James Collins, foreman stater at the Naval Yard Extension, who leaves for home to-day. An excellent musical programme was provided by Messrs. Leckie, J. J. Williams, Rayband, McHardy and Mrs. Higgins, who presided at the piano. Mr. Collins, in an appropriate speech, dwelt on the many good qualities of the guests of the evening, and on behalf of the company wished him health and prosperity in the homeland. Mr. Collins returned thanks, and the singing of "Auld Lang Syne" ended the proceedings.

A man named Sui San was arraigned at the Magistrate's yesterday on the charge of bringing two men into the Colony by fraud or intimidation for the purpose of emigration. The evidence showed that defendant promised the complainants work on the Kowloon-Canton Railway. He told them he was a foreman on these works, and that he would pay them forty cents a day. On the strength of this offer the complainants came with defendant from Canton to Hongkong, and paid his passage down. On arrival here they found that he was unable to fulfil his promise, and he recommended them to go abroad. They gave him in charge, and the hearing of the case was adjourned.

By kind permission of Lt. Col. R. F. B. Glover, D.S.O., and Officers Commanding, the Band of the Third Battalion "The Duke of Cambridge's Own" (Middlesex Regiment) will play the following programme of music during dinner at the Hongkong Hotel, this (Saturday) evening, 25th July 1908:

March "The Sons of the Brave" Bidgood  
Valse "Luna" Lincke  
Selection "A Country Girl" Monckton  
Song "I'll sing the Songs of Araby" Clay  
Overture "The Gold" Thomas  
Dream Picture "A Phantom Brigade" Myddleton  
Selection "An Artist's Model" Jones  
Bara Dance "Jola" Royle  
Regimental Marches  
God bless the Prince of Wales.  
God save the King.

DINNER MENU.—Hors d'œuvre—Cold Roast on Toast. Soup—Julienne. Fish—Fried Fish and Tattler Sauce. Entree—Stuffed Pigeon on Toast. Vegetables—Cauliflower and Tomato Sauce. Shrimps Patties. Curry—Calcutta. Joint, etc.—Roast Leg of Mutton and Mint Sauce, Roast Capon and Celery Sauce, Boiled Ox Tongue and Carrots, Cold Ham and Cucumber and Onion Salad. Sweet—Rice Pudding, Strawberry Ice Cream and Finger Cakes, Topsy Cake, Cheese Biscuits, Dessert—Coffee, Fruit.

## DAMAGE BY RAIN.

The continued and heavy rain experienced locally during the last few days has wrought considerable damage in the Colony. There have been numerous landslips and a number of roads have been badly cut up. In addition to the damage reported yesterday, we learn that a bridge between Tsunatui and Kowloon City has been washed away, while at Wanchai a small house in Nalle's Lane, used as a soap boiling factory, collapsed, but fortunately it was empty at the time. A large stone on the hillside at the rear of the Sikh Temple in the same district became dislodged, and rolling down the hill struck the temple, carrying away the wall on one side.

## MYSTERIOUS AFFAIR ON THE S.S. "LINTAN."

When the river steamer "Lintan" arrived in port on Thursday night, on information received, the police boarded her and arrested the Indian watchman. They also removed to hospital the Chinese ticket collector who had a bullet wound on the side of the mouth. The collector alleges that this wound was inflicted by the watchman during an altercation which occurred while the vessel was off Samshai. The strange feature of the affair is that no one on board appears to have seen the quarrel, or to have heard the revolver shot. The police are investigating.

## AN INSULTING RIOSHIA COOLIE.

Of late the insulting behaviour of rioshia coolies has been brought prominently before the public by numerous prosecutions at the Police Court. Another case was heard yesterday before Mr. J. R. Wood, and another conviction was recorded. Mrs. Pines of Teimolstui summoned a private rioshia puller for behaving in a disorderly manner while she was engaging a street rioshia. The evidence showed that on the 18th instant complainant hailed a public rioshia, the puller of which was in conversation with the defendant. The street coolie said something in Chinese which she understood to be that he was engaged by the defendant to carry his (the defendant's) master. Thereupon defendant shook his fist in an insulting manner, and said "I won't let you have it." She then walked along near the Convent, and the defendant and the public coolie proceeded in the same way. When they got a little ahead of her the defendant looked round and again shook his fist, saying as he did so, "No can take you. No can take you." His Worship imposed a fine of \$5, the alternative being seven days' imprisonment.

## THE AMERICAN ELECTION.

To-morrow at Cincinnati Mr. W. H. Taft will be formally notified of his nomination as Republican candidate for the presidency. The nomination of Mr. Taft as the "Conservative American" will be made the occasion for the formal opening of the campaign. The candidate will state just what he proposes to do and his supporters will tell how they will help him to do it. Senator William Warren of Missouri is to head the notification committee, it is reported. Senator Warren is a former commander-in-chief of the Grand Army of the Republic and is one of the orators of the middle-west. The committee that notifies Mr. Taft will be made up from representatives of all the state delegations and will be headed by Senator Warren. The notification will take place in one of the large halls in Cincinnati, of which there are many, and there will be addressing introducing Senator Warren and Mr. Taft.

## TELEGRAMS.

(REUTERS'S SERVICE.)

## THE BALKANS.

London, July 22nd.

Salonica reports that six batteries of Anatolian Redifis have proceeded to Monastir, the "Young Turkey" party having formed a regular government at Ochrida.

News from Resnia states that a Greek band has killed thirty Bulgarians and burned twenty houses at Belpitola near Monastir.

## ADMIRAL RODJESTVENSKY.

London, July 22nd.

The announcement of the death of Admiral Rodjestvensky is now contradicted. The mistake seems to have arisen through a confusion of persons of the same name undergoing treatment at Naumheim.

## BARON KOMURA.

London, July 22nd.

Baron Komura has had an audience of His Majesty King Edward to whom he presented his letters of recall, Sir Edward Grey being present. The Baron afterwards had a farewell audience of Her Majesty Queen Alexandra.

## DE BEEER'S MINES.

London, July 22nd.

The Directors of the De Beer's Diamond mines have decided to close down the De Beer's mine, necessitating the discharge of two hundred whites, and twelve hundred natives.

## THE STANDARD OIL COMPANY.

London, July 22nd.

The Chicago Circuit Court of Appeal has quashed the fine of twenty-nine million dollars imposed on the Standard Oil Company of New York, and ordered a new trial.

## EUROPEAN COMMITTS SUICIDE.

London, July 22nd.

Mr. Charles Collett, manager of the Hongkong branch of the firm of Messrs. Wallom and Company, steamship agents, &c., committed suicide sometime on Thursday night in the office of the firm by shooting himself through the heart with a revolver. He was a native of Norway and only 29 years of age. The reasons for this rash act are at present unknown, but it is believed that deceased had financial troubles. His body was removed to the Mortuary yesterday.

## THE ARMY AND NAVY STORES.

The annual criticism of the affairs of the English middle class co-operative societies. The sales of the Army and Navy in 1907 were £2,144,000, but that figure is almost stationary. In 1904 the Army and Navy sold £2,237,721, and this year's figure is slightly less than 1905 and 1906. All the same the Stores pay 233 cent. on their ordinary shares. The shilling share is quoted at £2 1/2 and yields 5-8 per cent. The profit earned comes to 350 per cent. on the total capital which is £260,000. The deposit and ticket accounts alone came to £744,000 and the reserves to £550,000. The expenses came to 87.8 per cent. on the sales and the gross profit on trading account to 14.81 per cent.; the net revenue was 6.42 per cent. on the sales. The other concerns are not so flourishing. The Junior Army and Navy shows a decline, and its 21 shares are at 10s. 7 1/2d. Sir John French presided at the last meeting of shareholders, and, it is said, in endeavouring to put its affairs straight at their request. It is not profit on a capital of £233,000 was only 25,000.

## GREAT PRO-CONSULS.

"THE TEMPS" ON SIR ROBERT HART.

Why is it that Englishmen make better colonists or pro-consuls than Frenchmen? One of the reasons is indicated in a thoughtful article in the "Temps," by M. René Fauré, dealing with the career of Sir Robert Hart, who has just returned to England after more than 50 years spent in the service of the Chinese Government. It has been often asked, says the writer, by what sorcery Englishmen have succeeded in establishing their domination over the world, and by what charm they have been able to retain their influence in the countries of which they were the first conquerors. The example of Sir Robert Hart is there to demonstrate that they owe these splendid results especially to the men who were the artisans of this work of expansion. 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## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and should be sent to the Office of the Daily Press only, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.B.O., 545, R. 14-15.

P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## NOTICE.

WE HAVE for more than 20 Years Manufactured FINE CRACKERS for export and have gained a very good reputation for the superior quality and moderate price of our Crackers. The HUNG HING SNACK, 17th Hin Tze Lane West Canton, at our Sole Agents. Beware of imitations.

## SUN LEE,

Fire-Cracker Makers,  
Man Kong Chow,  
Tung Koon District,  
Hongkong, 25th July, 1908. 1120

"SHIRE" LINE OF STEAMERS, LTD.  
NOTICE TO CONSIGNEES.

FROM HAMBURG, LONDON AND STRAITS.

THE Steamship  
"FLINTSHIRE."

Captain Gundy, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 30th July, at 3 p.m.

All claims must be presented within fifteen days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th July, will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, 24th July, 1908. 1121

NIPPON YUSEN KAISHA.  
NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANT. BRP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship  
"AWA MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 30th July, will be subject to rent.

No Fire Insurance has been effected. Damaged packages must be left in the Godown for examination by the Consignees and the Co.'s representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.  
Hongkong, 23rd July, 1908. 1117

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship  
"NIPPON"

having arrived, Consignees of Cargo are hereby informed that Goods will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, where delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Underwriter before Noon on the 31st inst., or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 31st inst., will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELEK & CO., Agents.

Hongkong, 21st July, 1908. 3

THE HONGKONG WEEKLY PRESS AND CHINA OVERLAND TRADE REPORT

is now ready and contains—

Epitome of the Week's News.  
The Government of China.  
Opium—Precept and Practice.  
The Cabinet Crisis in Japan.  
Hongkong Legislative Council.  
Canton.  
Correspondence:  
Hongkong and Opium.  
A Hongkong Trade Mark Case.  
Actions Against a Can on Firm.  
Opium Statistics.  
Ophthalmic Disease Among Chinese.  
The P. & O. Far Eastern Service.  
Chinese Election Bill.  
The Development of Hongkong.  
Klan-gan (Amoy) Municipal Council.  
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Food Fund Bazaar.  
Hongkong General Chamber of Commerce Supreme Court.  
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Extra copies 30 cents each, Cash.  
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## NEW ADVERTISEMENT

## THE TIENTSIN LIGHTER CO., LTD.

LIGHTERS, TOWAGE, STEVEDORING, ETC.

THE Company possesses a Fleet of Lighters and Tugs and is prepared to undertake the discharge of steamers, and lighterage to and from the Tientsin.

DOCK AND ENGINEERING YARD  
TONGKUI

Estimates for all Classes of ENGINEERING and FOUNDRY WORK, also for Docking and Painting Vessels given on application to

BUTTERFIELD & SWIRE,  
Managers,  
25th July, 1908. Tientsin, 1122

## PUBLIC COMPANIES

## HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-FOURTH ORDINARY HALF-YEARLY MEETING of Shareholders in the Co. pay, will be held at the Office of the Company, Hotel Maunsell, on TUESDAY, the 11th August at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of Directors, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd July to 11th August, both days inclusive.

By Order of the Board of Directors,  
W. E. CLARKE,  
Secretary,  
Hongkong 20th July, 1908. 1090

## THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

AN INTERIM DIVIDEND of \$3.50 per Share for the Six Months ending 30th June, 1908, will be payable on the 29th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY the 22nd inst., to WEDNESDAY the 29th inst. (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary,  
Hongkong 15th July, 1908. 1074

## THE WEST POINT BUILDING CO., LIMITED.

AN INTERIM DIVIDEND of Dollars Two per Share for the Six Months ending 30th June, 1908, will be Payable on the 29th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY the 22nd instant to WEDNESDAY the 29th instant (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary,  
Hongkong 15th July, 1908. 1076

## INTIMATIONS

TRANSLATED NOVELS (some illustrated), Actresses' Photos, catalogue free, or with sample 2d. (letter postage).—A. DE SAULLE, 20, Rue de la Michodière, Paris, 12

## NOTICE.

DRAPERY GOODS  
CHEAP SALE

Apply to—  
No. 51 and 53, WELLINGTON STREET.  
DA AT LOONG.  
Hongkong, 7th July, 1908. 1044

## COLONIAL SECRETARY'S DEPT.

WITH reference to Government Notification No. 851 of 9th December, 1904 which is hereby cancelled, it is notified that on and after the 1st January, 1909, the Fees (payable monthly) at QUEEN'S COLLEGE, will be as under—

Classes I, II and III, ... \$48 per annum.  
Classes IV, V and VI, ... \$24 per annum.  
F. H. MAY,  
Colonial Secretary,  
Hongkong, 13th July, 1908. 1089

## JUST ARRIVED

LATEST STYLE  
WHITE INDIAN GAUZE  
STRIPED AND CHECK.  
At 25, 30 and 35 Cents per Yard.

INDIAN MUSLIN,  
WHITE, BLUE, PINK & GREEN,  
At 35 Cents per Yard.

WHITE DOTTED MUSLINS,  
At 35, 55 and 60 Cents per Yard.

HOOSAIN-ALI & Co.,  
25, Queen's Road Central,  
Under Hongkong Hotel.

## ALEXANDRA CINEMA-THEATRE

No. 2, ZEILAND STREET.

TO-NIGHT (SATURDAY), 25<sup>TH</sup> JULY.

3 Performances every Night.

First Performances from 8 p.m.  
Second " " " 9.15 " " "  
Third " " " 10.30 " " "

Splendid Programmes.  
Several Talented Artists.

Admission ... .. \$1

GRAND ILLUMINATION.

A number of Electric Fans are fitted in the Theatre.

Hongkong, 17th July, 1908. 1086

## AUCTION.

## PUBLIC AUCTION.

THE Underigned have received instructions to Sell by Public Auction, For Account of the Estate of the late Colonel MARTIN,

On WEDNESDAY, the 29th July, 1908, at 2.30 p.m., at their Sales Rooms, No. 3, Des Voeux Road, Central (Corner of Ice House Street),

SUNDRY GOODS AND EFFECTS, belonging to the above Estate.

Terms—As Usual.

HUGHES & HOUGH,  
Auctioneers,  
Hongkong, 21st July, 1908. 1091

## FOR SALE

## FOR SALE.

FINE SITE on the Bowen Road, Ready for Building at a Cheap Price.

FERGUSON SMITH & SETH,  
Accountants & Auditors, &c.,  
No. 5, Queen's Road Central. 853

STORAGE.  
FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 385 at NORTH POINT, Suitable for above Purposes. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE, Portions of MARINE LOTS Nos. 81 & 83 at PEAYA EAST. Approximate AREA 43,000 SQUARE FT. 99 YEARS' LEASE. For Particulars, apply—

GEO. FENWICK & Co., Ltd.,  
Hongkong, 8th June, 1908. 184

## FOR SALE.

COLLECTIONS OF USED POSTAGE STAMPS.

3,000 all different for ... .. \$35  
2,000 do. ... .. \$35  
1,500 do. ... .. \$25  
1,000 do. ... .. \$10

ARTISTIC PHOTOGRAPH POSTCARDS, MECHANICAL ANIMALS, STAMP, POSTCARD AND BIRTHDAY ALBUMS, And all Other Philatelic Goods.

GRACE & CO.,  
Hongkong Hotel Corridor,  
Hongkong, 9th May, 1908. 1021

## THE

DIRECTORY AND CHRONICLE FOR 1908

Copies may be obtained at the "HONGKONG DAILY PRESS" Office, or from Booksellers throughout the Far East.

Hongkong, 15th February, 1908. 338

## TO LET

## TO LET.

OFFICES on Top Floor No. 2, Connaught Road, facing the Cricket Ground.

A HOUSE in WONG WAI CHANG ROAD.

A HOUSE in RYTON TERRACE.

No. 10, DES VOEUX ROAD CENTRAL, 1st floor.

"HATHERLEIGH," Conduit Road. OFFICES in YORK BUILDING.

DOWN in PEAYA EAST, BLUE BUILDINGS and No. 16B, Des Voeux Road next to the HONGKONG HOTEL.

FLATS in MORTON TERRACE.

Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.  
Hongkong, 1st July, 1908. 86

TO LET, FROM 1ST SEPTEMBER.

At SHAMSHU, CANTON.

HOUSE No. 103, (Kwan How Buildings) at present in the occupation of the I.M. Customs.

Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.  
Hongkong, 24th July, 1908. 1110

## TO LET.

FOR a permanency, a SMALL BED-ROOM with BOARD offered in a large well-appointed House in Cool Locality, at nominal terms monthly.

Address— "GOOD VIEW,"  
Hongkong, 24th July, 1908. 1080

## TO LET.

TWO FURNISHED ROOMS in Private House on ROBINSON ROAD, with or without BOARD. Married Couple or Gentlemen. Tennis Court.

Apply to—  
B. J.,  
Care of "Daily Press" Office,  
Hongkong, 23rd July, 1908. 1104

TO BE LET FURNISHED.

FOR a Month, Six Weeks or Two Months A SIX-ROOMED HOUSE on the Peak. Easy Terms.

Apply to—  
W. D. GRAHAM,  
Alexandra Buildings (3rd floor),  
Hongkong, 23rd July, 1908. 1105

## TO LET.

COAL YARD. From 1st September, 1908. A PORTION of the COMPOUND of Marine Lot No. 42, Wanchai, PEAYA EAST, facing the Sea, used for Storing Coal, now in possession of Messrs. CHUI CHONG & CO., Coal Merchants.

Apply to—  
N. MODY & CO.,  
54, 56, Queen's Road, Central,  
Hongkong, 23rd July, 1908. 1106

## TO LET.

No. 2, MACDONNELL ROAD.

Apply to—  
COMPTON'S DEPARTMENT,  
Nippon Yusen Kaisha,  
Hongkong, 3rd June, 1908. 108

TO LET—FROM 1ST AUGUST.

No. 6, "OBSERVATORY VILLAS," Kowloon. Five-roomed House. Tennis Court. Electric Lights. Moderate Rental.

Apply to—  
ARRATON V. APCAR & Co.,  
45, Wyndham Street,  
Hongkong, 8th July, 1908. 1047

## TO LET

## TO LET

FROM 1st MAY

KOWLOON MARINE LOT 43, Yau-mai, Area 35,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—  
HUMPHREYS ESTATE & FINANCE CO., LTD.  
Hongkong, 18th January, 1908. 221

## TO LET.

NOS. 37 and 39, SEYMOUR ROAD, Nos. 52, 57 and 61, CAINE ROAD.

Apply to—  
SAM WANG CO., LTD.,  
81, Queen's Road Central,  
Hongkong, 14th July, 1908. 190

## TO LET.

THE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL, (opposite the General Post Office). The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession.

Apply to—  
YEE SANG FAT & CO.  
Same address.  
Hongkong, 28th January, 1907. 270

## TO LET.

FIRST FLOOR of No. 6, Queen's Road Central, comprising Six Large Rooms and Out-houses suitable for business Premises or Dwellings, lately occupied by FRED. BORNHANN.

Apply to—  
DAVID SASSOON & Co., Ltd.,  
Hongkong, 7th April, 1908. 99

## TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Voeux Road Central (formerly occupied by Messrs. SHEWAN TOMES & Co.)

Apply to—  
THE COMPTON DEPARTMENT,  
E. D. SASSOON & CO.,  
Queen's Road Central,  
Hongkong, 16th June, 1908. 947

## TO LET.

OFFICE ROOM on the First Floor of No. 54-56, Queen's Road Central. Rent moderate.

Apply to—  
N. MODY & CO.,  
Hongkong, 29th June 1908. 1005

## TO LET.

GODOWN, No. 5A, DUDELL STREET.

Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.  
Hongkong, 1st July, 1908. 823

## TO LET.

OFFICES in HOTEL MANSIONS.

Apply to—  
HENRY HUMPHREYS,  
Alexandra Buildings,  
Hongkong, 1st May, 1908. 785

## TO LET.

"GLENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Containing 28 Rooms.

OFFICES in Bank Buildings, Top Floor. From 1st July, 1908.

BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.

DWELLING ROOMS and Offices in DUDELL STREET.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldwell MacGregor).

OFFICES in Queen's Road Central.

BELLILIOS TERRACE HOUSES, ROBINSON ROAD.

No. 3, DUDELL STREET Shop.

No. 2, DES VOEUX VILLAS (PEAK).  
Apply to—  
LINSTEAD & DAVIS,  
3rd Floor, Alexandra Buildings,  
Hongkong, 20th June, 1908. 89

## TO LET.

A HOUSE in KNITSFORD TERRACE KOWLOON.

Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.  
Hongkong, 1st July, 1908. 85

## TO LET.

4 and 5-ROOMED HOUSES in Kowloon.

SMALL SHOP in Des Voeux Road Central.

Apply to—  
HUMPHREYS ESTATE & FINANCE CO., LTD.  
Hongkong, 2nd July, 1908. 1018

## TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply to—  
SECRETARY,  
A. S. WATSON & Co., Limited,  
Hongkong, 23rd April, 1907. 91

## TO LET.

No. 5, "OBSERVATORY TERRACE" Kowloon.

No. 4, SEYMOUR ROAD, 2 Flats.

Apply to—  
SPANISH PROCURATION,  
Hongkong, 6th July, 1908. 1040

## TO LET.

DERRINGTON, Peak Road, below L.R.C. Tennis Courts. From 1st September. The Property is also FOR SALE.

For Particulars apply to—  
C. SCHROETER,  
Care of Messrs. & Co.,  
King's Buildings, 3rd floor,  
Hongkong, 30th June, 1908. 1010

## INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.

THE Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.,  
Agents,  
Hongkong, 21st April, 1897. 114

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1907 £16,114,624.

I. AUTHORIZED CAPITAL, £3,000,000  
SUBSCRIBED CAPITAL, £2,750,000  
PAID-UP CAPITAL, £87,500 0 0  
II. FINE FUNDS, £1,065,374 15 7

The Underigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,  
Agents,  
Hongkong, 21st July, 1908. 1019

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co.,  
Hongkong, 13th August 1906. 28











# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	DEVANHA	Noon, 25th July	See Special of Call.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO PORT SAID and MARSEILLES	SARDINIA	About 20th July	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NYANZA	About 1st Aug.	Freight and Passage.

For further Particulars, apply to

F. J. ABBOTT,  
Acting Superintendent.

Hongkong, 23rd July, 1908.

# CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL	REMARKS
NINGPO and SHANGHAI	SHAOHONG	On 27th July, 4 P.M.	
HONGKONG and HAIPHONG	HUPEH	On 28th July, 11 A.M.	
MANILA	TEAN	On 28th July, 4 P.M.	
CEBU and LOILO	KATONG	On 29th July, 10 A.M.	
TSINGTAI, CHEFOO and NEWCHANG	NANCHANG	On 29th July, 4 P.M.	
WEIHAIWEI, CHEFOO and	KUEICHOW	On 31st July, 4 P.M.	
TIENTSIN			
MANILA ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transshipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAIYUAN"	On 3rd Aug., 4 P.M.	

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A daily qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUDED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 25th July, 1908.

# HAMBURG-AMERIKA LINIE HAMBURG.

## EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

MAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

### NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SILVIA ... About 25th July	FOR MARSEILLES, ANTWERP & HAMBURG: S.S. C. FERD. LAEISZ About 30th July
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. VANDALIA ... About 27th July	FOR HAVRE & BREMEN: S.S. SAKONIA ... 9th Aug. S.S. SILVIA ... 23rd Aug. S.S. SLAVONIA ... 6th Sept.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SLAVONIA ... About 29th July	FOR MARSEILLES, ANTWERP & HAMBURG: S.S. SPEZIA ... About Mid. of Sept. FOR HAVRE & BREMEN: S.S. AMBRIA ... 20th Sept.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 25th July, 1908.

# NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL	REMARKS
YOKOHAMA & KOBE	"PRINZ SIGISMUND"	Saturday, 25th July, at 6 P.M.	
NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZ LUDWIG"	Wednesday, 29th July, at Noon.	
SHANGHAI, NAGASAKI, KOBE, MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ REGENT LUITPOLD"	About Wednesday, 29th July.	
KUDAT & SANDAKAN	"PRINZ SIGISMUND"	Thursday, 13th Aug., at 6 P.M.	
	"BORNEO"	Beginning of Aug.	

For further Particulars, apply to

NORDDEUTSCHER LLOYD,  
MELCHERS & CO.,  
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 25th July, 1908.

# INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	TO SAIL
* SINGAPORE, PENANG & CALCUTTA "NAMSANG"	Saturday, 25th July, Noon
* TIENTSIN VIA SWATOW "CHIPSING"	Saturday, 25th July, 4 P.M.
* SHANGHAI "KWONGSANG"	Monday, 27th July, 4 P.M.
* SINGAPORE, PENANG & CALCUTTA "LAISANG"	Tuesday, 28th July, Noon
* MANILA "LOONGSANG"	Friday, 31st July, 4 P.M.
* SHANGHAI, YOKOHAMA, KOBE & MOJI "FOOKSANG"	Friday, 14th Aug., Noon

### RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan. If passengers leave the steamer at Yokohama and return at Kobe, these vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

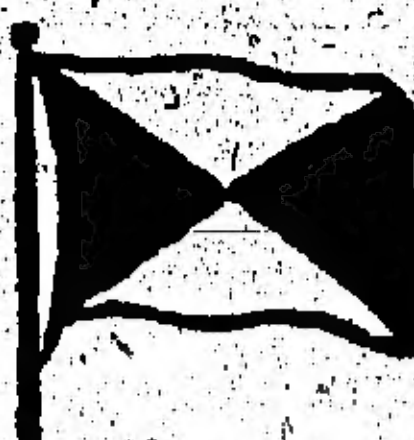
Taking Cargo on Through Bills of Lading to Kuantan, Labad, Datu, Simporna, Tawao, Deulian, Jesselton and Labuan.

Telephone No. 61.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.,  
GENERAL MANAGERS.

Hongkong, 25th July, 1908.



# HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Dodger	Manila	On 25th July, Noon.
RUBI	2540	R. W. Almond	Manila	On 1st Aug., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 20th July, 1908.

# NIPPON YUSEN KAISHA.

EXTRA SAILING EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.

The Company's Newly Built Passenger Steamer

## "KAMO MARU"

(Tons 3000 Gross Reg.—Captain F. L. Sommer)

Will be despatched as above on WEDNESDAY, 12th August, at Daylight.

Every known Comfort provided on Board for Travellers: First Class Staterooms Amidships comprising ordinary Two Berth Cabins, Single Berth Cabins and Full Suite. Elegant Dining Saloon, Drawing Room, Social Hall and Smoking Room. Electric Light and Electric Fans throughout. Barber Saloon, Dark Room and Laundry. Doctor and Stewards. Unexcelled service.

Cheapest Passage Rates to Europe and Around the World. For further particulars, apply to

1069

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)  
PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID.	BINGO MARU, Capt. A. Christiansen, Tons 6217	WED. DAY, 5th Aug., at Daylight
VICTORIA, B.C. and SEATTLE, WASH. via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIDZU and YOKOHAMA.	KAWACHI MARU, Tons 6101	WED. DAY, 19th Aug., at Daylight
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE, and BRISBANE.	AKI MARU, Tons 6144	TUESDAY, 18th Aug., at 4 P.M.
BOMBAY via SINGAPORE, SHANGHAI, MOJI, KOBE, YOKOHAMA, and COLOMBO.	IYO MARU, Tons 6320	TUESDAY, 1st Sept., at 4 P.M.
SHANGHAI, MOJI, KOBE, NAGASAKI, KOBE and YOKOHAMA.	KUMANO MARU, Tons 5076	FRIDAY, 7th Aug., at Noon
	YAWATA MARU, Tons 3917	FRIDAY, 4th Sept., at Noon
	YETOROFU MARU, Tons 4165	MONDAY, 27th July, at Noon
	MOYORI MARU, Tons 3773	SATURDAY, 1st August, at Noon
	YAWATA MARU, Tons 3917	WED. DAY, 5th Aug., at Noon
	TAMBA MARU, Tons 6134	FRIDAY, 7th August, at Noon

† Fitted with Marconi's System of Wireless Telegraphy.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Checker Road.

Hongkong, 25th July, 1908.

T. KUSUMOTO,  
MANAGER.

# EAST ASIATIC CO., LD., COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD, GOTHENBURG.

## PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
VLADIVOSTOK	"ARCONIA"	End of July.
SINGAPORE, CALCUTTA & COLOMBO "CURONIA"		On 14th August.
SHANGHAI, YOKOHAMA & KOBE "CATHAY"		Middle of Aug.
MARSEILLES, HAVRE & COPENHAGEN	"CATHAY"	Middle of Sept.

For Further Particulars, apply to

Hongkong, 18th July, 1908.

MELCHERS & CO.,  
AGENTS.

# CHARGEURS REUNIS FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

## ALL ROUND THE WORLD LINE.

OUTWARD via Suez:—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Chiuwaatso, (Peking Tientsin), Kobe, Yokohama, GENOA to HONGKONG in 30 DAYS.

GENOA to HONGKONG in 29 DAYS.

Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANS-PACIFIC:—Victoria (B.C.) Vancouver, Seattle, San Francisco.

CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland.

Passengers to Overland and Europe. via Vancouver.

Yokohama to LONDON and PARIS 23 DAYS.

HOMEWARD via MAGELLAN STRAITS:—Mexico, River Plate, Brazil, La Pallice, Liverpool.

### PROPOSED SAILINGS:

* AMIRAL EXELMANS 25th July	= MALTE	= 12th Oct.
= OUESANT	= CEXLAN	= 26th Nov.
	= CORSE	= 11th Jan. 09

† No Passengers. † Intermediate Class and Rates of Passage.

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Hongkong, 4th June, 1908.

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## SHIPPING IN PORT.

STEAMERS.

AMARA, British str., 1,825, Mattook, 19th July—Hongkong, 19th July, Coal—Jardine, Matheson &amp; Co.

ASIA, British str., 2,338, Harry Gaukrøger, 19th July—San Francisco 23rd June, and Shanghai 17th July, Mails and General—O. &amp; O. S.S. Co.

BANGKOK, German str., 1,337, T. Nicolaisen, 19th July—Bangkok 9th July, Rice and Meal—Butterfield &amp; Swire.

CARL DREIERICHSEN, German str., 744, T. Kayser, 21st July—Haiphong and Hoihow 20th July, General—Jensen &amp; Co.

CHILPAK, Norwegian str., 1,102, H. Nielsen, 10th July—Saigon 6th July, General—Aagaard, Thoresen &amp; Co.

CHIPPING, British str., 1,189, F. Mooney, 18th July—Tientsin 11th July, Chefoo and Weihaiwei 13th, General—Jardine, Matheson &amp; Co.

CHUYEN, Chinese str., 1,177, C. Stewart, 19th July—Shanghai 15th July, General—Chinese.

COURTIER, British str., 4,597, John Wiseman, 25th May—Moji 20th May, Coal—Mitsui Bussan Kaisha.

DEUFAR, Norwegian str., 1,102, J. Bing, 10th July—Chefoo 4th July, General—Aagaard, Thoresen &amp; Co.

HELENA, German str., 771, J. Jensen, 23rd July—Swatow 22nd July, General—Jensen &amp; Co.

HINSANG, British str., 1,526, A. G. Smith, 12th July—Hongkong 10th July, Coal—Jardine, Matheson &amp; Co.

HONGKONG, French str., 842, A. Cornelissen, 22nd July—Haiphong 17th July and Hoihow 21st, General—A. B. Marty.

IOHANG, British str., 1,221, L. Jones, 15th July—Newchwang and Chefoo 9th July, General—Butterfield &amp; Swire.

JOHN M. JAMES, Japanese str., 702, H. S. Smith, 23rd July—Tientsin via Amoy and Swatow 22nd July, General—Osaka Shosen Kaisha.

KANBU, British str., 1,142, James Speed, 14th July—Wuhu 9th July, Rice—Butterfield &amp; Swire.

KATHARINE PARK, British str., 3,075, W. H. Copp, 8th July—Callao via Yokohama and Kobe 12th May, General—Toyo Kisen Kaisha.

KONG WAI, German str., 1,115, J. Köhler, 23rd July—Bangkok 16th July, Rice—Butterfield &amp; Swire.

KWANGSE, British str., 1,225, A. Scott, 16th July—Ningbo 7th July and Shanghai 11th, General—Butterfield &amp; Swire.

LAISANG, British str., 2,224, E. J. Tadd, 20th July—Calcutta 15th July, and Singapore 15th, General—Jardine, Matheson &amp; Co.

LEUNGKOW, British str., 1,215, H. Harder, 21st July—Newchwang 15th July, General—Butterfield &amp; Swire.

LIGHTNING, British str., 2,122, A. E. Gentles, 12th July—Calcutta &amp; Singapore 6th July, General—David Sassoon &amp; Co., Ltd.

LINAN, British str., 1,251, C. Williams, 19th July—Haiphong 17th July, and Hoihow 18th, General—Butterfield &amp; Swire.

MAUSANG, British str., 1,644, Waigall, 17th July—Saadaka 11th July, Timber and General—Jardine, Matheson &amp; Co.

NAMSANG, British str., 3,035, P. M. B. Lake, 13th July—Moji 8th July, General and Coal—Jardine, Matheson &amp; Co.

NYMANTIA, German str., 2,804, H. Feldmann, 21st July—Portland 20th June, and Moji 16th July, Flour—Portland Asia S. S. Co.

PAKLAZ, German str., 1,017, J. Weiszel, 6th July—Bangkok 9th July, Rice and Wood—Butterfield &amp; Swire.

PRINZ STORMUND, German str., 3,300, D. Lenz, 23rd July—Sydney 20th June, and Manila 21st July, General—Melchers &amp; Co.

PROMETHEUS, Nor. str., 1,023, O. Kornelissen, 9th July—Saigon 4th July, Rice—Aagaard, Thoresen &amp; Co.

RAJABU, German str., 1,149, H. Bremer, 20th July—Bangkok 13th July, Rice, Meal and Salt—Butterfield &amp; Swire.

REIN, Norwegian str., 630, C. Stangøby, 12th July—Moji 5th July, Coals—Mitsui Bussan Kaisha.

SAMSEN, German str., 993, F. Schmetz, 24th July—Bangkok 13th July, Rice, Meal and Salt—Butterfield &amp; Swire.

SEIBSTAD, Norwegian str., 612, S. Tananger, 16th July—Bangkok 8th July, Rice and General—Gibb, Livingston &amp; Co.

SHANGHAI, British str., 1,225, F. Boyd, 14th July—Chinkiang 6th July, General—Butterfield &amp; Swire.

SHAOSHING, British str., 1,047, McIntosh, 22nd July—Shanghai 19th July, General—Butterfield &amp; Swire.

SEILLA, British str., 2,236, T. Ogilvy, 9th July—Pugot Sound via Hakodate and Moji 3rd June, Flour—Dodwell &amp; Co.

SIGNAL, German str., 940, G. Schalkies, 17th July—Saigon 13th July, General—Jensen &amp; Co.

SILVIA, German str., 6,503, F. Jaeger, 22nd July—Hamburg and Singapore 15th July, General—Hamburg-Amerika Linie.

STANDARD, Norwegian str., 894, H. N. Bull, 17th July—Singapore 10th July, General—Wallem &amp; Co.

TAISHAN, British str., 1,276, Laing, 16th July—Saigon 12th July, Rice and Meal—Bradley &amp; Co.

TAIWAN, British str., 1,200, J. A. Martin, 23rd July—Bangkok 16th July, Rice—Chinese.

TELEMACUS, British str., 1,340, J. Williams, 22nd July—Saigon 17th July, General—Chinese.

TUDORAS, Dutch str., 2,247, P. Zwart, 20th July—Moji 14th July, Coal and General—Java-China-Japan Line.

WINGSANG, British str., 1,519, D. A. King, 21st July—Wuhu 19th July and Chinkiang 17th, Rice—Jardine, Matheson &amp; Co.

YUENHANG, British str., 1,123, F. H. Rolfe, 20th July—Manila 17th July, General—Jardine, Matheson &amp; Co.

ZAFIRO, British str., 1,619, R. Rodgers, 20th July—Manila 18th July, Hemp &amp; Sundries—Shewan, Tomes &amp; Co.

### SAILING VESSELS.

JUTEPOLIS, British ship, 2,483, Stewart, 6th June—San Francisco 5th April, Case Oil—Standard Oil Co.

KING GEORGE, British ship, 2,057, Tucker, 2nd July—New York 12th March, Case Oil—Standard Oil Co.

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excesses, which, if not cured, will ultimately  
lead to a fatal issue.

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Remedy for all the venereal diseases, and  
all the venereal diseases, and all the venereal  
diseases, and all the venereal diseases, and  
all the venereal diseases, and all the venereal



## POST OFFICE NOTICE

The P. E. Luitpold, with the German mail of the 20th June, left Singapore on Thursday, the 23rd inst., at 5 p.m. and may be expected here on or about Tuesday, the 28th instant, at daylight.

FOR	DATE	DATE
Hobow, Tourane and Quinhone	Saturday, 25th, 9.00 A.M.	
Bangkok, Saigon and Calcutta	Saturday, 25th, 10.00 A.M.	
Singapore and Colombo	Saturday, 25th, 10.00 A.M.	
Haiphong	Saturday, 25th, 10.00 A.M.	
Manila	Saturday, 25th, 10.00 A.M.	
Europe, India via Tutuorin	Printed Matter and Samples	
(Late Letters 11.00 A.M. to Noon Extra)	Registration, 10.00 A.M.	
(Supplementary mail on board up to the)	(Registration, with late fee of 10 cents, up to 10.45 A.M.)	
(Extra postage 10 cents.)	Devanka	
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
Macao	Sui Tai	
Swatow, Taingtau Chefoo and Tientsin	Chipeking	
SHANGHAI, NAGASAKI, KORE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.)	Empress of China	
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
Yokohama and Kobe	Prinz Sigismund	
Swatow, Singapore and Bangkok	Swatow	
Swatow, Amoy and Tamsui	Swatow	
Kuohinaka	Swatow	
Macao	Swatow	
Singapore, Penang and Calcutta	Swatow	
Shanghai, Yokohama, Kobe and Moji	Swatow	
Hoikow and Haiphong	Swatow	
Sandaka	Swatow	
Macao	Swatow	
Manila	Swatow	
Batavia, Cherbon, Samarang, Soerabaya and Makassar	Swatow	
Ooba and Lolo	Swatow	
Koaling, Moji, Kobe, Yokohama, Shimoda, Yokohama, Honolulu, San Francisco, and Portland	Swatow	
Europe, India via Tutuorin	Printed Matter and Samples	
(Late Letters 11.00 A.M. to 11.30 A.M. Extra Postage 10 cents.)	(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)	
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
Macao	Sui Tai	
Swatow, Penang and Calcutta	Sui Tai	
Macao	Sui Tai	
Shanghai, Yokohama, Kobe and Moji	Sui Tai	
Wahaiwai, Chefoo and Tientsin	Sui Tai	
Manila	Sui Tai	
Manila	Sui Tai	
KERLING, SHANGHAI, NAGASAKI, KORE, YOKOHAMA, HONOLULU and SAN FRANCISCO	Printed Matter and Samples	
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
Macao	Sui Tai	
Manila, Zamboanga, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Melbourne, Adelaide, Perth and Fremantle	Sui Tai	
Europe, India via Tutuorin	Printed Matter and Samples	
(Late Letters 11.00 A.M. to Noon, Extra Postage 10 cents.)	(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)	
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
Singapore, Penang and Colombo	Bingo Maru	
Nagasaki, Kobe and Yokohama	Yawata Maru	
Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney & Melbourne	Kamama Maru	
Manila	Yuenan Maru	

TO-DAY.  
Alexandra Cinema-Theatre, Zetland Street, 8, 9.15 and 10.30 p.m.

## COMMERCIAL

EXCHANGE  
CLOSING QUOTATIONS.  
July 24th.

ON LONDON.—	1/4
Telegraphic Transfer	1/4
Bank Bills on demand	1/4
Bank Bills at 30 days' sight	1/4
Bank Bills at 60 days' sight	1/4
Credit at 4 months' sight	1/4
Documentary Bills 4 months' sight	1/4
ON PARIS.—	225
Bank Bills on demand	225
Credit at 4 months' sight	225
ON GERMANY.—	185
Bank Bills on demand	185
Credit at 4 months' sight	185
ON NEW YORK.—	43
Bank Bills on demand	43
Credit at 60 days' sight	43
ON BOMBAY.—	135
Telegraphic Transfer	135
Bank Bills on demand	135
ON CALCUTTA.—	135
Telegraphic Transfer	135
Bank Bills on demand	135
ON SHANGHAI.—	74
Bank at sight	74
Private, 30 days' sight	74
ON YOKOHAMA.—	88
On demand—Pesos	88
ON MANILA.—	77
On demand—Pesos	77
ON BATAVIA.—	107
On demand	107
ON RAJAH.—	91 p.m.
On demand	91 p.m.
ON BANGKOK.—	84
On demand	84
SOVEREIGNS, Bank's Buying Rate	\$10.95
GOLD LEAF, 100 fine, per tola	\$57.70
BAR SILVER, per oz.	24

## SUBSIDIARY COINS.

Chinese 30 cents pieces	per cent.
10	8.40
Hongkong 20	8.85
10	8.70

## VESSELS EXPECTED.

THE INDIAN MAIL.	
The Apsar str. Gregory Apsar from Yokohama and Kobe, left Moji on the afternoon of the 21st inst., and may be expected here to-day at noon.	
The Apsar str. Arratoon Apsar from Calcutta left Singapore on the morning of the 22nd inst., and may be expected here on or about the 28th inst. morning.	
THE GERMAN MAIL.	
The I.G.M. str. P. E. Luitpold carrying the German Mails with dates from Berlin of the 30th ult., left Singapore on 23rd inst. at 5 p.m., and may be expected here on or about 28th inst. at daylight.	
The I.G.M. str. Prinz Ludwig left Kobe via Nagasaki and Shanghai on the 18th inst. p.m., and may be expected here on or about the 28th inst. p.m.	
THE AMERICAN MAIL.	
The P.M. str. Mongolia sailed from Yokohama on the 18th inst., and will be due to arrive in Hongkong on the 28th inst.	
THE CANADIAN MAIL.	
The C.P.R. str. Empress of India left Vancouver on the 15th inst. p.m. for Hongkong via the usual ports of call.	
MERCHANT STEAMERS.	
The E. & A. str. Eastern from Australia Ports sailed from Manila at 11 p.m. on the 22nd inst., and may be expected here to-day at daylight.	
The H.A.L. str. Yondala left Saigon on 21st inst., and may be expected here to-day a.m.	
The J.C.J. str. Liza str. Zikini left Macassar for this port on the 19th inst., may be expected here on the 27th inst. at daylight, and will leave for Japan ports on the same day p.m.	
The H.A.L. str. Slavonia left Singapore on the 22nd inst. at 5 p.m., and may be expected here on the 28th inst. at noon.	
The German str. Zeyher left Sandakan on the 23rd inst. p.m., and may be expected here on or about the 28th inst. p.m.	
The N.Y.K. str. Yamato Maru (Australian Line) left Thursday Island for this port via Manila on the 23rd inst., and is expected here on the 3rd prox.	
The Russian str. Arconia left Colombo via Singapore on the 19th inst. afternoon, and may be expected here on or about 3rd prox.	
The C.P.R. str. Glenary left Vancouver p.m. on the 22nd inst. for Hongkong via the usual ports of call.	

## MESSRS. FALCONER &amp; CO.'S REGISTER.

July 24th.			
Barometer 9 A.M. 29.72	Therm. (Wet bulb) 8 A.M. 78		
Barometer 1 P.M. 29.71	Therm. (Wet bulb) 1 P.M. 79		
Barometer 4 P.M. 29.70	Therm. (Wet bulb) 4 P.M. 80		
Thermom. 9 A.M. 80	Therm. Maximum 83		
Thermom. 1 P.M. 83	Therm. Minimum 78		
Thermom. 4 P.M. 83	Therm. Minimum over night 78		

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Y. SHIBUYA, Acting Manager, 181 No. 2 Pedder Street, Hongkong.

## JOINT STOCK SHARES.

Hongkong, July 24th.

## COMPANY.

## PAID UP.

## QUOTATIONS.

## Alhambra

## Hongkong &amp; S'hal.

## National B. of China

## Dell's Asbestos E.A.

## China-Borneo Co.

## China Light &amp; P. Co.

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## Ewo.

## Hongkong

## International

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## Soychew

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## In liquidation

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## China Fire

## China Traders

## Hongkong Fire

## North China

## Yongtong

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## Hongkong Land

## Kowloon Land &amp; B.

## Shanghai Land

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## Douglas Steamship

## H. Chan &amp; M.

## Indo-China S.N. Co.

## Shell Transport Co.

## Star Ferry

## Do, New

## South China M. Post

## Steam Laundry Co.

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## Powell &amp; Co., Wm.

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## United Asbestos

## Do, Founders

## Union Waterboat Co.

## VERNON &amp; RMYTH.

## HONGKONG TIDE TABLE.

From July 25th to 31st, 1903.

## HIGH WATER.

## LOW WATER.

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, July 24th

## Barometer

## Thermom.

## Humidity

## Wind Direction

## Force

## Rain

## Highest open air Temperature on 23rd

## Lowest open air Temperature on 23rd

## KINGDOMS PRIVATE HOTEL.

## Mr. E. Arndt

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## FASHIONS AND FANCIES.

[FROM "THE GLOBE"]

Women are wonderfully clever. They manage to adapt their figures to the varying fashions in the most extraordinary manner. When hips are in, hips they have. Now that both waist and hips are for the moment taboo, the smart woman shows neither. Her figure is absolutely straight, up and down, from under the arms to the hem of her gown. Some of the new Empire dresses might almost be called classical, so true is their outline to that seen in the old pictures of nymphs and goddesses of the long ago. The soft diaphanous textures of the gowns of the moment add a further grace. The little train runs hardly two inches on the ground. The skirt escapes contact at the sides, and merely touches the top of the boot in front. Is it a direct consequence of this that the fashionable walk is the merest glide? Short steps, no doubt, rather slow, and an absolutely rigid attitude of the body are necessary to produce its effect.

## HATS BELONGING.

Enormous hats are, as we have before recorded, indispensable with these closely fitting gowns, and the trimming is no longer upright, but just about almost straight from one side or other. For instance, a dark green straw hat, worn with a mignonette-green gauze Directoire gown, has an enormous bouquet of roses with outstanding leaves standing straight up at right angles with the right ear. The brim of the hat rises high above the left ear. It will be noticed that a change of sides is here indicated, but it is not imperative. Those who consider that the left side of their face is superior in outline to the right (and it very often is, strange to say) arrange their hats to suit this characteristic. Feathers appear to have lost some of their popularity, and are giving way to long trimmings, and it is rather pleasing to record that the enormous roses and other flowers of last season have practically disappeared in favour of small blossoms. When feathers are worn, they are much shorter than they were a year ago, and no longer hang down over the back of the head. A few well-curled, very full, and very handsome tips, or three-quarter length feathers, are more usual on the hat of the moment.

## THE DOUBLE SKIRT.

The double skirt is a feature of dress, up-to-date. Sometimes it falls to within seven or eight inches of the hem of the gown, or it may reach but half-way. Very tall and lovely women (their height is over 5ft.) knowing that they need far no apparent diminution of her inches, wear a half-length double skirt with her Empire gowns. It is untrimmed, and has merely the selvage for border. It is no fuller than the skirt beneath. The bodice is quite short, and has a gathered belt of the same material fastening in front with a buckle covered with silk to match the gown. It is in palest shades of green. With this is worn a large straw hat with an immense cluster of shaded roses and real dried grasses. The sleeves turn the elbows, and are held by tightly-fitting lace sleeves which cover the arms to the wrists. The upper sleeves have no fessels whatever, but merely mould the arm. As it is one of the loveliest and one of the most highly placed women in London who wears this very simple frock, our readers may accept as a true type of the very highest of the present mode.

## THE LACE COAT.

The lace coat is very different, indeed, from its prototype of last season, which was immensely long and full. This season some of the prettiest are quite short, reaching about four or five inches below the waist, and many of them are bound round with silk, usually white like the lace itself, sometimes in a pale tone of colour. The sleeves are seldom more than half-length, and the coat is regarded as a wrap rather than as an integral part of the costume; a wrap, it is true, which has none of the qualifications, being transparent and absolutely useless as a protection against the weather. Still, sweet reasonableness is not to be expected of Madame La Mode, and she does not profess any quality under that heading, we cannot logically find fault with her for its absence.

The ruffs of the moment are a very becoming arrangement of tulle in white or colour, the middle of which is under the chin, and the strings tied tightly at the back. One great objection to the long ruffs is that it hides the often very pretty line of the shoulders, but the little peek ruff is not open to this objection. The wide-brimmed hats surrounded by rappings of silk or tulle could always have a neck ruff to match the latter, so very becoming is the effect. For instance, one of the new small brown straw toques with tan-brown ruffs of tulle, this repeated in the ruff and the neck, goes beautifully with a clinging brown alpaca frock, and is rendered inexpressibly dainty by the addition of a touch or two of soft grey blue tulle, just resting on the hair. It is a pity that one cannot describe in words the exact tone of this very becoming soft blue. It is not turquoise, and it is not Natter, but is very much softer, and greyer than either.

## THE FASHIONABLE SHOE.

High heels do not go well with the gliding goddesses of the moment, and the wearers of Directoire and Empire gowns. Consequently the shoe of the moment is more sensible than it has been for many seasons. The heel, it is true, is an inch or so in advance of the normal human heel but at least it is little more than half the height of the support to which we have been accustomed. At Ascot shoes were worn to match the gowns, and we saw blue, green, primrose, and pale mauve worn with dresses of these colours, or trimmed with those colours. A dainty pair of blue shoes was worn with a equally fascinating pair of stockings, both the Wedgewood colour and both embroidered like the Wedgewood designs, in greyish white.

## AND OF STOCKINGS.

That they must match the shoes is a canon of dress that few would dream of disputing. Blue, green, mauve, or citron-yellow are unaccustomed colours in this connection, but they are veritable facts this season. For the most part, however, both shoes and stockings were white or in some pale tone of tan or Russian brown. The rule appeared to be that a white chemise was worn with white or pale-tinted gowns, and that pale stockings were worn with the same. Very pale lemon-colour, usually pale grey, and very soft mushroom colour, are the most fashionable, and though white holds its own, will never go out of fashion, yet it no longer enjoys its old pre-eminence. Softer tints are rightly considered to combine more perfectly with pale colours than the severity of pure white.

K. AND Z.

## LAND OF THE CROSSBOW.

## BURMA-CHINESE FRONTIER.

At a recent meeting of the Royal Geographical Society held in the theatre of Burlington House, London, Mr. George Forrest read a paper describing a journey in the neighbourhood of the Burma-Chinese frontier. The president, Major Leonard Darwin, occupied the chair, and among those present were a party of members of the Paris Commercial Geographical Society who are visiting London, including Mr. Auguste Chevalier, the distinguished African explorer. Mr. Forrest, who showed a number of lantern views reproducing photographs that he had taken during the journey, stated that the expedition was carried out under the leadership of the late Mr. G. J. Litton, British Consul at Shanghai. Special permission was received by Mr. Litton to make the journey from His Majesty's Minister at Peking, the objects in view being both political and geographical. It was desired in the first place to discover whether the Salween and Irrawaddy dividing range formed a distinct geographical and ethnographical boundary between Upper Burma and north-west Yunnan, a fact which the local Chinese authorities denied, and in the second place to explore the Salween between 26deg. and 27deg. 30min. north latitude, a section which up to the date of the expedition had been unknown. He (Mr. Forrest) accompanied Mr. Litton as friend and assistant, though primarily his object was to prosecute his botanical researches in an entirely new region.

## BRITISH PRESENTS.

A party of porters was collected without difficulty at the north end of the wild and picturesque valley of the Ming-Kwong; but when all preparations were made for a move forward the north-west monsoon returned, and for twelve days an almost continuous deluge ensued. Attempts to start before fine weather was restored resulted in damage to the kit and colds among the men, and altogether the expedition lost eight full days—a loss they were never able to make good. The village of Lu-chang, which was to be the base for the exploring work further north, was reached at the end of October. Mr. Litton had camped at Lu-chang in the previous April, while engaged in another expedition, and both there and everywhere else where they had gone the British and Indian officials who had taken part in that expedition seemed to have left an excellent impression on the inhabitants. On Mr. Litton's arrival at Lu-chang the second time numbers of porters came forward and proffered to go north with him, while numerous inquiries were made regarding other members of the earlier expedition. If these pioneers of British influence had done nothing else, they had at least established friendly relations with people who had never previously seen or been seen by a European.

## TROPICAL TREES.

Beyond Ching-ka, the limit of Mr. Litton's previous explorations, the valley of the Upper Salween was terra incognita. Describing the conditions along the upper river, Mr. Forrest stated that animal and bird life was conspicuous by its absence—an important matter for the traveller, who could not count on replenishing his larder with game. On the other hand, the river banks at a low altitude and where wholly sheltered from the north winds had an almost tropical climate, and vegetable and insect life was both vigorous and troublesome. Structures, inconveniently long, legs plunged suddenly into one's soup; great caterpillars in splendid but poisonous uniforms of long and gaily-coloured hairs arrived in one's blankets with the business-like air of guests who meant to stay. Ladybirds and other specimens of collectors dropped off the jungle down one's neck, while other undesirable insects inserted themselves under one's rather voluminous trousers. The light in the tent attracted a perfect army of mosquitoes, flying, creeping, buzzing, stinging. Poi once-looking scarlet fruits hung from the overhanging jungle, creepers and tree-roots tripped up the unwary traveller, and should he catch the nearest plant to save himself, the chances were that it would be a stinging-nettle of the size of a laurel, and poisonous in proportion. In some places, especially around maize trees, the natives provided a further diversion in the shape of hard pieces of sharp-pointed bamboo, which were driven into the ground amongst the grass, and would, if trodden on, pierce even through a leather boot deep into the foot.

## TUMULTUOUS LANDSCAPES.

It was only when the traveller, scratched, bruised, and with torn clothes emerged on to a quiet sandbank by the river, or on to some open terrace high above, and found the camp fire lighted, the tent pitched, and a palatial of hot water ready for a bath, that he began to think that exploring the Salween might be a game worth the candle. But the scenery of the Upper Salween could never be forgotten by anyone who had wandered through it in the rich sunshine which prevailed after the autumn rains had given way to the first touch of winter. The great variety of rock formation, the abundant forests and vegetation, and the diversity of light effects between the summits of the ranges (at 10,000 to 13,000ft.) and the abyss in which the river flowed, produced a vast panorama of ever-changing beauty. In the morning the sun, as it touched the top of the Mekong divide, sent wide shafts of turquoise light down the side gullies to the river, which seemed to be transformed into silver.

## EXCITING EPISODE.

The food question was one of considerable difficulty, and at one point it was decided that the whole expedition, numbering some thirty-five persons and a dog, should cross from the right to the left bank of the river, where the villages were said to be larger and the natives of a more civilised disposition. It then appeared that there was a feud about the solitary rope-bridge that spanned the river between the two villages on the right and left banks respectively, each village claiming that the right and profit of assisting travellers across belonged to it alone. Mr. Litton offered to give an equal present to both parties, but the right-bank party was led by a bullying savage who shouted that the others should not help the travellers across, and who, when the others began to cross, of the loads tripped over a poisoned arrow and shot it. Their heads into the river—a sign, like Mr. Forrest's taking off his coat, that he was about to begin. As all were ordered to get on a narrow path, and the bamboo bridge was an arrow which might find a billet in the body of any of them, the situation was critical. Both Mr. Litton and he rushed at the offender, and he (Mr. Forrest) fired several shots from his Winchester repeater at a boulder on the other side of the river. The effect of seeing the bullets smash against the stone at such a distance was immediate, but it was necessary to give exhibition of marksmanship at intervals till all the party had got so safely headed across the rope to a sandbank on the opposite side.

## A WONDERFUL PANORAMA.

In the third week of November a magnificent view was obtained from a pass, 12,800ft. high, which had never before been trodden by European feet. The whole of the great Salween-Irrawaddy divide lay spread out before explorers.

From a little below the pass the range could be followed to the north as far as the eye could reach, till at a distance of about 100 miles from where they stood, and in approximately 28 deg. 30 min. north latitude, it was merged in a huge range of dazzling snow peaks, trending westwards. This range was doubtless the eastern source of the Irrawaddy, and formed the divide between it and the Brahmaputra system. Below the wall-like ridge which formed the backbone of the Salween-Irrawaddy divide, limestone spur, crags, and precipices fell down in bewildering profusion to the Salween. It was easy to see why the upper slopes of the range were uninhabited, and why this mountain barrier formed an ethnographical boundary between the Lisao and Kachin races. On descending again the travellers were regaled with alarmist reports of fighting lower down the river. What was more alarming was the serious inroads of fever among the porters, exhausted by the labours of trying marches. Luckily the expedition got through without the loss of a single life, and by more forced marches returned to the base camp near Lu-chang at the beginning of December in good spirits if in ragged clothes.

A discussion followed, and a vote of thanks to Mr. Forrest terminated the proceedings.

## GERMANY'S WAR AIRSHIP.

## MAIDEN VOYAGE OF ZEPPELIN VESSEL.

Count Zeppelin's new airship (not an aeroplane, or heavier-than-air machine) made a successful maiden voyage of Friedrichshafen, Lake Constance, last month. Among the fifteen passengers were German Government representatives, who will watch the Count's attempts to fulfil the conditions for the purchase of his invention by the Army for £100,000.

The test showed that it could easily rise, descend, and manoeuvre, but it has yet to make a steady four-hour voyage. With its smaller predecessor the Count last year sailed 220 miles. The aluminium cigar-shaped bag divided into sixteen gas-light compartments or balloons, is 426ft. long and 43ft. wide, making the airship the largest in the world. It relies on four gliding planes at the side of the bag, on rudder planes below, vertical planes at the prow, and six propellers for stability, movement up and down, steering, and speed.

## FOURTY-FIVE MINUTES FLIGHT.

Captain von Karstedt, of the German Army, wrote the following account: "After a windstorm had churned up Lake Constance and made ascents for the time being impossible, the weather began gradually to clear, and promptly at five o'clock, greeted by a volley of enthusiastic cheers from ten thousand throats, Count Zeppelin's magnificent airship, No. 4, emerged gracefully and rapidly from its sheet-iron shed. Fifteen passengers, including the veteran inventor, were aboard."

The last was "glow with life and colour in honour of the world's largest airship. Craft of all descriptions—electric and puffing steam launches, barges, yachts, row-boats, excursion steamers, and the swift motor-boat boats of the newspaper correspondents—all gay with flags, and the bright dresses of many women spectators, hovered outside the 1,500 feet area which the police boats kept clear on all sides of the airship-house."

Twelve minutes after the ship had gained the open, its six huge propellers, shimmering brilliantly in the sun, began to revolve, and the airship rose slowly to a height of 325ft. above the surface of the lake. Taking an immediate course in the direction of the town of Constance, with a speed of 38 to 43 feet a second, (about twenty-eight miles an hour), it easily overtook the fleet of speedy motor-boats skimming along underneath. It then proceeded to describe a series of circles measuring several kilometres in diameter (a kilometre is five-eighths of a mile), maintaining itself throughout at the height at which it started. The manoeuvres were carried out with the high steering apparatus, which seemed to respond with complete reliability. The stability of No. 4 proved to be fully as thorough as that of the previous model. Impressions of astonished delight were evoked from all the onlookers by the elegant appearance of the ship despite its gigantic proportions.

## NO SEMBLANCE OF A HIT.

After a flight lasting forty-five minutes No. 4 returned to its shed, the descent being accomplished without the semblance of a hit. It was decided not to extend this first trial trip longer because the installation of the new side-rotating gear had not yet proved entirely satisfactory.

In the forward car, besides the three mechanics, rode Count Zeppelin, Baron Bessau, Chief Engineer Duerr, and Captains Lau and Haeker, of the aeronautical section of the German Army. Captain Haeker acted as navigator, under the direct command of Count Zeppelin. In the "aft" car rode three other mechanics, while in the comfortably furnished saloon cabin amidships were Count Zeppelin's able junior assistant, Major Heese (representative of the Imperial Government), and two technical staff, Chief Engineer Kobler and Director Uhlend. General von Einem, Prussian Minister of War, was prevented from remaining at Friedrichshafen long enough to witness the trial.

It requires to be emphasized that this ascent was not intended to accomplish anything previously unaccomplished. It was desired merely to determine the thorough co-operation of the motors and the steering-gear and to ascertain any slight defects, which almost inevitably reveal themselves in such circumstances. One important feature was proved to be entirely satisfactory—the security and perfect precision with which No. 4 can be taken out of and put in the shed.

Count Zeppelin plans a second ascent shortly, but the long-distance trip down the Rhine has been postponed for several weeks. Any trials in the interval will be only short flights for the purpose of trying the altered side-rotating gear, which failed to work well at first owing to its exceedingly small size and its installation at the extreme ends of the flying machines. This gear cannot remain as it is; the change of design from No. 3 in this respect is too radical. The expensive gear filling, thanks to the excellent material of the individual "balloons," is capable of enduring ten days without replacement.

Also given by Count Zeppelin, Herr Lewald, Imperial Government Commissioner, toasted the inventor and hoped that his progress would continue.

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## COTTON IN THE FAR EAST.

## AN INTERESTING INTERVIEW.

Recently Sir Cowaji Jehangir, accompanied by his son, Mr. Cowaji Jehangir, made an extensive tour in the Far East, and his observations and the deductions which he draws from the things he saw whilst travelling in China and Japan are of considerable interest. Interviewed by a representative of the *Advocate of India*, Sir Jehangir stated he was immensely impressed by the Japanese. Asked if the Japanese spinning mills were up-to-date as regards machinery and construction, Sir Jehangir said that the Bombay mills compared very unfavourably with some of the Japanese mills he had visited. They constructed their mills on an entirely different principle to Indian or European mills, preferring a number of sheds of one storey spread over a large tract of land to a two or three storey building. The machinery was first class, and for the most part came from Europe and America. It was, however, the enterprise of the Japanese that Sir Jehangir was so impressed with. Nearly all the mills in Japan, he said, were managed by Japanese who had been trained in European and American methods, and there were very few Europeans in the country employed in this industry.

"How do you consider the Chinese mills compared with the Japanese, Sir Jehangir?" asked the interviewer.

"The Chinese as a general rule cannot compare with the Japanese as mill managers. In Shanghai, there are over thirty mills and many of these, although they are owned by Chinese, are managed by Japanese. We visited mills managed by Chinese, Europeans and Japanese, and in our opinion the latter were the best managed of them all. In Kobe we visited a model mill, the only one in Japan. This mill employed some 4,000 work-people and formed a little colony by itself. Attached to the mill were excellent dwelling places for the workmen, a hospital containing an up-to-date operating theatre, a small bazaar at which it was possible not only to buy the necessities of life but curios as well, an outdoor theatre and a substantially built indoor theatre for the work-people. This, of course, is the only mill run on these lines in Japan. It is the property of a public company and last year paid a dividend of 50 per cent. Many other mills in Japan also paid very well last year, some as much as 20 and 30 per cent."

"There is at present a serious financial crisis in the country now, I believe?"

"Yes, indeed," replied Sir Jehangir, "at present the mills are for the most part working much less pressure than last year. All over the country the depression is serious and this in conjunction with the high taxes makes it a problem as to what the future will bring forth. I think, continued Sir Jehangir, "that the Japanese will weather the storm and emerge a stronger nation than they have ever been."

Speaking of the effects of the Chinese boycott Sir Jehangir said the Northern Chinese were indifferent to it, but the Southern Chinese and the Cantonese were very enthusiastic in protesting the boycott and would, he thought, continue it for some time. In speaking of China Sir Jehangir was deeply impressed with the possibilities of Shanghai, a city which he thought would in time compete seriously with Bombay in the cotton industry. There were already over thirty mills there, and these were being carried on under very disadvantageous conditions, the millowners having to pay a heavy tax on imported cotton and also to pay heavily for freights.

"In China the Japanese are competing very successfully with Bombay, are they not?" asked the interviewer.

"Yes, in Northern China particularly; in Southern China not so much. In this connection though," continued Sir Jehangir, "I am glad to say that I think there is hope for Bombay in the future. Several railway lines are either in course of construction or will shortly be commenced for joining up North and South China, and when these are completed I hope that Bombay will be able to compete with the Japanese on more equal terms. At present the Japanese Government by means of subsidies to Japanese shipping and other methods help the Japanese millowners to a great extent and thus enable them to compete on favourable terms with all other countries. As an instance of the heavy taxation in Japan Sir Jehangir pointed out that there was an income tax of 15 per cent."

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